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Hongkong Daily Press.

ESTABLISHED 1857

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Hongkong, 15th September, 1909. [41]

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[463-3]

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Hongkong, 4th December, 1907. [444]

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Hongkong, 8th September, 1909. [29]

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PRESS.
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BIRTHS.

On September 16th, at Shanghai, to Mr. and Mrs. M. WINTER, a son.
On September 16th, at Shanghai, to Mr. and Mrs. O. STRAUSS, a son.
On September 18th, at Hankow, S. M. SEVERIN, aged 63 years.

HONGKONG OFFICE: 10A, DES VOUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 21st 1909.

It is by no means an unprecedented thing that after a search, sometimes extending over centuries, two men should at the same moment, and without previous intercommunication, have made the discovery. The best known instance of such a coincidence, and that which excited at the moment the most interest, was the simultaneous discovery—or rather the place where the discovery was to be made—of the planet Neptune. Two men, one the well-known French astronomer LEVERIER, the other a young and hitherto unknown English mathematician of the name of ADAMS, had at the same time, and all unknown to one another, attacked the hitherto untold problem of discovering from the perturbations, not otherwise accounted for, of the planet Uranus, the place of the suspected perturber. LEVERIER, with the confidence born of his already well-known position as an astronomer, when he had completed to his own satisfaction his calculations, made them known to the world, and the unknown planet was at once marked down close to the region calculated. ADAMS, as yet unknown in the scientific world, placed his calculations in the hands of AIRY, the Astronomer Royal, and AIRY after a little delay placed them in the care of CHALLIS,

of Cambridge. CHALLIS was cautious; and determined for extra security to map out the entire region which he intended to search. He had actually on two occasions noted the planet on his map, but till he had actually made himself sure of its motion did not care to publish it. The observer to whom LEVERIER had communicated his calculations, finding close to the spot indicated a star hitherto unnoticed, at once gave it to the world; so though ADAMS was actually some months ahead, LEVERIER's calculations were the first to be verified and published. Another equally curious instance of two men being engaged at the same moment in important researches of wide world interest occurred in the case of DARWIN and WALLACE, who, perfectly unknown to one another, had evolved a theory of modification of descent under the influence of natural selection. The publication of these notices, supported as they were by two of the most prominent naturalists of the day, has left its impress on the course of human thought ever since. It was, then, nothing out of the course of human experience that two men, without previous communication, should find themselves at the same time in the quest for what for some two centuries has been the goal of every arctic explorer—the search for the North Pole. By a curious coincidence, although it is scarcely ten years since the exploration of the Antarctic continent can be said to have begun in earnest, Lieutenant SHACKLETON very nearly succeeded in snatching for the south the blue ribbon of the polar explorer. It was only then that redoubled efforts should be made by the Arctic explorers this year to prevent it going to their junior competitors in the south. Meteorologically the conditions seem this year to have been all in favour of the North. In China, as elsewhere in both Europe and America, the spring of the year was abnormal. In middle China, after a long period of drought, at a period when rain usually is predominant, heavy rains set in in June, and continued well into July. The Monsoon was unusually late in arriving, and when it did come it never became properly established, the summer being marked all through by variable winds. As often happens in such circumstances, these variable winds were accompanied by excessive heat. In America likewise the early summer was marked by excessive heat, while in Europe the spring generally was marked by cold raw weather, and it was not till July that any real summer was experienced. These phenomena not unusually accompany a failure, more or less complete, of the Monsoon in India and eastern Asia, and are due to an imperfect circulation of the air, probably arising from a deficient supply of heat from the sun. The same causes seem to have been effective in bringing about a state of calm in polar regions. A period of deficient Monsoon is naturally correlated with circumpolar calms; and this seems to have been more especially the case this spring. As yet we only have meagre information from particularly unsatisfactory telegrams as to what actually happened, but both explorers were able to make unusually long journeys; Dr. COOK, whose narrative arrived first, claims to have averaged sixteen miles a day, and added that he found the ice around the Pole almost undisturbed, which accounted for the long distances he was able to cover. This statement it was that at first cast discredit on the entire narrative. Curiously, though Commander PEARY afterwards telegraphed his disbelief in Dr. COOK's veracity, he has this same tale to tell of long distances covered, he, better equipped, doubtless, having been able to cover thirty miles a day. These are distances unprecedented in Arctic exploration, and the fact that the two narratives mutually confirm one another has gone far to remove the stigma of want of truth. Little, however, as we learn from Dr. COOK's telegrams, as distilled for us through LEVERIER, we learn still less from the other. COOK seems to claim to have discovered somewhat extensive land somewhere about 87 degrees north, and incidentally LEVERIER mentions his having on his return stopped in a cave till daylight returned, which is not easy to interpret. The Pole, according to him, is in mid-ocean; PEARY, so far as LEVERIER favours us, does not mention its being on land or sea, but talks of his having nailed the Stars and Stripes to it in token of its being United States territory, a proceeding not easy to reconcile with its being actually at sea. Lieutenant SHACKLETON, it is true, did hoist the British flag within ninety miles of the South Pole, but then this was on Terra Firma, so we seem to conclude that LEVERIER has been dealing in romance on his own account. Still more difficult to explain is the action of President TAFT, in announcing his intention to claim the Pole as United States territory,

"should it contain anything valuable." Sea is sea, and land is land; and it is not for the PRESIDENT, nor anyone else, to establish territorial rights over the high seas. Doubtless the rest of the world has by this time been placed in possession of sufficiently trustworthy information to be able to form a reasonably clear opinion as to whether or not both of the claimants for the Polar blue ribbon are properly entitled to rank, and after the centuries of fruitless search, they would be pleased to learn that all those engaged have been men of honour as well as of courage and determination.

Only one case of communicable disease was reported during last week, namely, enteric fever.

Colonel Colton, former collector of Customs at Manila, has been appointed governor of Porto Rico.

The fifth meeting of the Hongkong Gymkhana Club is announced to be held on Saturday, October 9th. Five events are set down on the card.

The flags on the German Bank and Club Concordia at Shanghai were half-masted when news was received of the death Mr. Mittell, lately a member of the bank staff at Tientsin and Tsingtao.

In some quarters it is rumoured that Sir Percy Scott, who made the China Squadron famous for his shooting, will return there as the flag officer commanding the squadron at no distant date.

After an absence of eighteen months Sir Hamilton Walter de Sansmarez, Judge of H.B.M.'s Supreme Court for China and Korea, returned to Shanghai last week, accompanied by Lady de Sansmarez. They travelled from Home by the Siberian route.

Captain Emil Franke, who was master of the unfortunate Great Northern liner *Dakota* when she was lost off the Japanese coast, March 4, 1907, has been appointed superintendent for the Northern district of the Pacific Coast Steamship Company.

Five men were arrested in the New Territory on Saturday for being concerned in the murder of the two Indian policemen about a month ago. Sgt. Moore of Auluck effected the capture. Descriptions have been obtained of three others suspected of having been in the party.

Chungking at the head of the Yangtze Gorges will soon be lighted by electricity. Should the venture prove a success, of which there appears no doubt, a powerful water works plant will also be installed. Messrs. Arnold, Karlberg and Co. are the contractors. The plant is now on the way out.

A case of alleged fraudulent bankruptcy came before the Magistrate yesterday. An oil merchant was accused of endeavouring to defraud his creditors by removing tubs of oil from his shop to premises which he had rented for the purpose of hiding them. The hearing was not concluded yesterday.

The office staff of Messrs. Jardine, Matheson and Company yesterday took possession of the new building which has just been erected on the site of the old office. The new premises are large and commodious and well adapted for office purposes, besides being centrally and conveniently located, and are a striking addition to the architectural features of the city.

Last evening His Excellency the Governor left by the Government launch *Stanley* for Canton to return the official visit of the new Viceroy, His Excellency Yuan Shu-huan. The *Stanley* was accompanied by two torpedo boats. His Excellency will be met at Canton by Mr. H. H. Fox, the acting British Consul-General, who will accompany the Governor on his visit to the Viceroy.

No confirmation has been received at the American Consulate at Shanghai of the rumour recently published in a Boston newspaper that the Hon. Amos P. Wilder, Consul-General for the United States at Shanghai, will probably be appointed to the position of Assistant Secretary of the Treasury, in succession to the Hon. J. B. Reynolds. Dr. Wilder is at present in the States on furlough.

An Indian came before Mr. Hazeland at the Magistrate yesterday on a charge of stealing a promissory note from a Japanese. The latter, it appeared, had borrowed some money from the Indian and signed three promissory notes. The last one was signed on the condition that the others were returned but the Japanese alleged that the Indian put all three in his pocket. The amount was \$250.

Mr. E. A. M. Williams, Secretary of the Hongkong Cricket Club, writes:—"My Committee desire me to ask you to be good enough to allow them to express through you their most sincere thanks to all those who assisted in any way towards the production of what they believe to have been a successful concert on the night of Saturday, the 18th instant. Not the least of the assistance to which I refer was that of the local Press."

As the result of a quarrel in a Queen's Road restaurant last week one man was stabbed and five of his assailants were arrested on a charge of assault. They were remanded on bail, but on Saturday they were all conveyed to the Government Civil Hospital, where the victim's dying depositions were taken. The five men appeared before the Magistrate yesterday on a charge of murder. Mr. Leo d'Almeida Castro appeared for the prosecution, and Mr. Otto Kong Sing appeared for the defence. The case was remanded.

Thursday last was a red-letter day in the annals of the Chinese Company of the Shanghai Volunteer Corps. For the first time in its short history it received Imperial recognition in the form of a banner from H.H. the Prince Regent, who had commissioned Prince Tsai Hsun to make the presentation on his behalf.

The preliminary examination of Mr. W. M. Butler Wright, on the charges preferred against him, was to have been held to-day at the British Consular Court at Canton, before Mr. H. H. Fox, the Acting Consul-General, but the steamer *Anhui*, by which the accused is being brought down from Shanghai, has not yet reached Hongkong, the delay being due to typhoons in northern waters.

The Kiangnan Arsenal Dock Co., says the *Shanghai Mercury*, is at present a very busy place. They have on the stocks four tow boats that are being built for the Peiho Conservancy Board the fifth of five monster caissons for bridge work on the Tientsin-Pukow Railway has just been completed, and it is understood that work will soon be commenced on a small cruiser for the Chinese Government, as well as a yacht for the use of the Admiral. In addition the C. M. steamer *McGee*, is getting a new rudder, while several coasting vessels are being overhauled.

Mr. A. Tobin, formerly chief clerk in charge of the municipal water office at Singapore, was sentenced last week to three years' rigorous imprisonment on each count of the indictment, the sentences to run concurrently. The charges laid reference to three sums of \$30, \$60 and \$15. Accused's Counsel in pleading for as light a sentence as possible mentioned that Tobin was the son of a general in the British Army, was educated at Dublin University and for a short time himself held a commission in the Army. He was foolish enough to get married on a small salary, had one child, and his wife was in a delicate condition. He had previously got into trouble through contracting debts with chetties. The prisoner received his sentence stoically, but Mrs. Tobin fainted and had to be borne from the room by two European sergeants.

Eighteen foreign ships, representing 23,196 net tons, entering Cebu during August made that month one of the busiest in the history of that port. The total receipts for the month were P18,214.26. On account of the new export regulations which were put in force last month a loss of P58,140.04 was suffered on hemp alone. Under the old regulations the receipts would have been P240,234.30 instead of what they were. For a while, says a Manila contemporary, on account of the new tariff law which required goods to be brought to the Philippines in one bottom to be entered free, the outlook was rather gloomy for Cebu. Now, however, merchants are beginning to be more hopeful, as the Blue Funnel Steamship Company has announced that their steamers from Tacoma will make Cebu a regular port of call. This will give Cebu a steamer from the United States every twenty-eight days. It is also hoped by the merchants that these arrangements may be made with New York steamers in the future.

Miss Webster, while bathing at Pataisho, the China Times of 10th inst. says, got out of her depth, and being seized by current or tide, found herself in difficulties. Mrs. Rowland Wade, who was also bathing, went to her assistance, and the cries of both ladies brought to their aid the Rev. A. Bryson and Mr. Vliegthart, while Mr. Sly, who was walking on the beach, also entered the water and swam in his clothes and boots to assist the ladies. Mr. Sly first reached them, and then Mr. Bryson and Mr. Vliegthart came up. Miss Webster had sunk twice, and was unconscious, and Mrs. Wade was plucking holding her up and keeping her head out of water. Mr. Bryson relieved her of this task, and took Miss Webster ashore, while Mr. Vliegthart and Mr. Sly assisted Mrs. Wade to land. Mrs. Rowland Wade, however, was the chief heroine of the incident, it being to her prompt efforts in the first instance that Miss Webster owes the preservation of her life, and it is said that already steps have been taken to obtain for Mrs. Wade the medal of the Royal Humane Society.

OPERATION OF THE LIQUOR LAW.

Yesterday a representative of the *Daily Press* had an interview with Lieut. Beckwith, a Sting Harbour Master, and Superintendent of Imports and Exports, with reference to the operation of the liquor law. He stated that there would be no seizures unless they found people attempting to smuggle, say, if it was found that liquor came in labelled as "provisions" or something of the sort. At present all that would be done would be to inform consignees that duty would be collected on the liquor consigned to them. Naturally it would take some time before the law became generally known, and therefore they did not intend to harass the trade in the slightest degree. The Chinese, he added, were somewhat apprehensive about the operation of the new law, but he intended holding a meeting with the leading members of the native community at the Tung Wah Hospital and explaining to them what was to be done. Asked if there was anything in hand yet, he replied that there were 500 cases. Some discussion had taken place as to the consigning of liquor on board the steamer *Peshawar*, which arrived in port from Singapore on Friday evening, but as the vessel entered the Colony before the law was passed, the liquor could not be held liable to duty.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Rev. Specialties for the Skin are the study of a Libtins. A. S. Watson & Co. Ltd. Sole Agents.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894]

["DAILY PRESS" EXCLUSIVE SERVICE.]

H. M. S. "Clio."

SHANGHAI, September 20th.
H. M. S. *Astrea*, has left Shanghai suddenly, and it is understood that she has gone to search for H. M. S. *Clio*, due in Hongkong four days ago. Incoming steamers report that the typhoon is unabated.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS"]

THE BUDGET.

THE GOVERNMENT AND THE HOUSE OF LORDS.

LONDON, September 18th.

The "News of the World" states that the Chancellor of the Exchequer will to-morrow announce in the House of Commons substantial concessions to land-owners under the Income Tax provisions of the Finance Bill, as the outcome of a discussion with a deputation which waited upon Mr. Lloyd George.

The deputation was headed by the Earl of Oslow, acting as peace-maker, and they submitted a scheme which it is believed will lead to an understanding between the Government and the House of Lords.

LONDON, September 20th.

The Rt. Hon. Mr. Lloyd George admits that he will make a statement to-day which he hopes will remove the grievance of the agricultural landlords.

AUSTRIAN NAVAL ESTIMATES REDUCED.

LONDON, September 20th.

The Austro-Hungarian Ministry has reduced the naval estimates by £1,160,000 sterling.

THE HARVEST IN ENGLAND.

LONDON, September 20th.

The dry weather during the last few days has done much to restrain the threatened ruin of the crops reported on the 14th inst.

MACAO.

[FROM OUR CORRESPONDENT.]

THE CHANGE OF GOVERNOR.

H. E. Senhor Bocasas is leaving here on the 24th inst., proceeding to Hongkong by the gunboat *Patris*. His Excellency and family embark on the French mail steamer at Hongkong. Our new Governor, Senhor Eduardo Marques, is coming up on the *Patris* from Hongkong on Tuesday, the 21st inst.

DISSEMINATING JUSTICE.

Some recent happenings in the local court have caused a deal of comment. Contempt of court was committed by four persons, who ignored summonses requiring their attendance. In one case the absentees were an Army Captain, a throb of the Banco Nacional, and a priest. They were notified some days before the hearing of the case. In the other case the absentees were the treasurer of the Leal Senado, who received his summons only ten minutes before the case was appointed to come on. The priest and the treasurer were ordered to pay a fine of \$50 each; the Army Captain and the sheriff got off scot free. Why? The offence in each case was precisely the same.

THE PUBLIC GOAL.

"The back-holes of Macao" would probably be a better description for the place in which the prisoners are at present confined. For some years past the unfitness of the building has been recognised, and there has been talk—merely talk—about building a new goal. I hear that there is much sickness in the goal at the present time, and I am not in the least surprised.

THE OPIUM COMEDY.

CHINESE EYE-WASH.

The evidence placed before the Shanghai Opium Commission as to the attitude of China towards the closing of the opium dens seems to justify those who doubted the ability, if not the desire, of China to change the habits of the people, as there are many who do not believe that she can abolish the opium habit in a century. There have been floods of talk about the Chinese Government's energetic action in closing opium dens and restricting poppy cultivation. But, as most people who know anything of the Chinese suspected, it could not be obtained, and positive evidence that China is carrying out her part of the bargain appeared to be practically nil.—*Calcutta Eng-lishman*.

SUPREME COURT.

Monday, 20th September.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS FICKEOT (CHIEF JUSTICE).

ALLEGED MANSLAUGHTER.

Wong Kam, a lunkong, was indicted on a charge of manslaughter. Prisoner pleaded not guilty, and the following jury was empanelled:—A. J. P. Pamflett (foreman), W. Stormer, D. A. Malcolm, G. Morphet, E. Roby, G. Pickering and A. C. Dias.

Sir H. S. Berkeley, K.C., Acting Attorney-General, instructed by Mr. H. L. Denny, Jr., from the office of the Crown Solicitor, presented, and prisoner was undefended.

The Attorney-General, in laying the facts before the jury, stated that when deceased, who was a hawk, was arrested he was suffering from the very serious complaint known as hernia. The hawk was arrested for obstructing the streets, and it was alleged that about the time of the arrest the constable prodded the deceased about the region of abdomen with his truncheon. This the constable denied, but witnesses for the prosecution would assert that they saw him do it. Deceased was taken to the station, and on arrival there he was discovered to be in considerable pain. He was not confined, but allowed to return to his house, where he was treated by a Chinese doctor, and died some hours afterwards. The post-mortem was performed upon him by a European doctor, who stated that the cause of death was strangulation of the hernia. The doctor found no marks of violence or bruises about the region of the abdomen, but there were one or two bruises on the arm.

The Attorney-General then informed his Lordship that he brought the case before the Court because the accused was a constable.

Dr. Shaw, the acting medical officer in charge of the mortuary, stated that death would follow strangulation of the hernia if the strangulation was not relieved by nature or by an operation.

His Lordship drew the attention of the jury to the doctor's evidence, and asked them to bring in a verdict of not guilty against the prisoner.

The jury brought in a verdict accordingly, and the prisoner was discharged.

INDECENT ASSAULT.

Wahyat Khan was arraigned on a charge of indecent assault, and the same jurors were empanelled as in the previous case.

After hearing the evidence and His Lordship's directions, the jury returned an unanimous verdict of guilty.

Prisoner was sentenced to fifteen years' imprisonment with hard labour.

ROBBERY WITH VIOLENCE.

Leung Tsai was charged with robbery with violence, and pleaded not guilty. The jurors were the same as in the previous case.

The Attorney-General stated that a Chinese lady, living at that time at 149, Hollywood Road, returned from a party at about 1.30 a.m. and went to bed, omitting as usual to remove her gold hair ornaments. She went to sleep, but was awakened at about three o'clock by someone opening her door and entering her room. The intruder threw pepper in her face, and snatched the gold ornaments from her head. She was greatly alarmed, and made an outcry. Her cries were heard by a lunkong who was passing, and he proceeded upstairs to investigate. The prisoner, startled by the cries, dropped the gold ornaments and made a bolt for it. On the stairs he met the lunkong, but knocked him down and made tracks. The lunkong followed him, and the prisoner was ultimately arrested by an Indian constable. The lunkong would state that he never lost sight of the prisoner until his arrest.

The jury returned a verdict of guilty, and His Lordship sentenced the accused to three years' imprisonment with hard labour.

WATER POLO.

In the practice match played in the V.R.C. polo pitch last night a goalless draw resulted. Judging by the play of the majority of the players the position of the selection committee is no sinecure, and even now to finally place the men must be a matter of opinion. To make special comment of any particular players the names of Forbes, Claxton, Cooke and Morris stand prominent; although the play of the latter pair who were opposed to each other was largely due to the perfect understanding of each other's tactics.

Forbes in goal was sound, and apart from the large amount of luck at every turn justified his selection. Claxton tackled and passed well and certainly deserves every consideration when the final selection is being made.

SIR EDWARD GREY AND THE OPIUM TRAFFIC.

The following paragraph from a recent London paper amplifies the information cabled by Reuters about three weeks ago:—

Sir Edward Grey, replying to a memorandum from Scotland urging the speedy ending of the opium traffic and a relaxation of the treaty obligations in favour of China, says that the Government fully sympathise with the moralists, but the reports of British representatives in China tend to confirm the opinion that the period proposed by the Chinese Government for the complete suppression of the traffic is by no means excessive in order to enable a change of such magnitude in the habits of the population to be successfully effected. The British Government, he adds, are bound to uphold British treaty rights; but while opening the establishment of monopolies in open courts they have made it clear to the Chinese Government that they have every desire to support bond fide steps for the suppression of the evils arising from the consumption of opium.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent by 11 a.m. on day of publication. After that hour the supply is limited. Only applied for Cash.

Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING OF MEMBERS will be held in the Club Pavilion on TUESDAY, the 28th Sept., 1909, at 5.15 p.m.

By Order:

E. A. M. WILLIAMS,
Secretary.
Hongkong, 21st September, 1909. [1222]

LOST

ABOUT 16th inst., LIVER POINTER, with White marking on front of Chest; about 8 months old. Name and address of owner on Collar. Finder will be rewarded.

DR. BELLIOS,
3, Century Crescent Kennedy Road.
Hongkong, 21st September, 1909. [1223]

BEKANNTMACHUNG.

Jen der Nachlass des am 18. August 1909 hier verstorbenen Kaufmanns EBERHARD ALEXIS ROSE worden alle, die Ansprüche an den Nachlass zu haben glauben, aufgefordert, ihre Forderungen bis zum 15. November 1909 bei dem am Auktions der Erben gerichteten bestellten Nachlassverwalter Herrn Kaufmann J. J. Focke in Straßburg anzumelden.

Elbenso werden Schuldner des Verstorbenen aufgefordert, ihre Zahlungen an den genannten Nachlassverwalter zu leisten.

KAISERLICH DEUTSCHES KONSULAT.
Straßburg, den 16. September 1909. [1224]

E. A. M. R.

NOTICE IS HEREBY GIVEN that SEALED TENDERS will be received at the Colonial Secretary's Office until NOON, on MONDAY, the 27th September, 1909, for the letting of Crown Land opposite the Central Market, for 3 years from 1st November, 1909.

Each Tender must bear on the cover the words "Tender for Lease of Crown Land opposite the Central Market" and must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of \$500.00 as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the tenderer refuses to carry out his tender and comply with the particular conditions of letting, should the tender be accepted.

Forms of Tenders can be obtained from the Director of Public Works. Further particulars of letting as published in the Gazette of 17th instant, can also be seen at the Public Works Office.

Hongkong, 21st September, 1909. [1225]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUMANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 22nd inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 20th September, 1909. [16]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to ST. ANDREW'S SOCIETY are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD,
Hon. Secretary.
Hongkong, 7th September, 1909. [1174]

FOR SALE.

DERRINGTON, Peak Road No. 8.

For Particulars apply to—
C. SCHROTER,
King's Buildings, 11th.
Hongkong, 1st September, 1909. [1140]

BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.

Address—
"GOOD VIEW"
Care of "Daily Press" Office.
Hongkong, 14th September, 1909. [50]

GRACA & CO.

No. 27 DES VOUX ROAD,
Dealers in
POSTAGE STAMPS
AND
PICTORIAL POST CARDS.

Just Received, a Selection of
POSTAGE STAMP ALBUMS
WITH MOVABLE LEAF.
Duplicate Pocket Books, Magnifying Glasses,
Watermark Detectors, Nickel Tweezers,
"Pencil" Stamp Hinges, &c., &c., &c.
Inspection invited. [1220]

SINGON & CO.

IRON, STEEL, METAL AND HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.

PUBLIC COMPANIES

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 25th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 25th Sept., both days inclusive.

DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong, 8th September, 1909. [1185]

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND OF THIRTY-FIVE CENTS per Share for the Six Months ending 30th June, 1909, will be Payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from 13th to the 25th September, both days inclusive.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 7th September, 1909. [1176]

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Bonham Strand West, Victoria, Hongkong, on FRIDAY, the 15th day of October, 1909, at 4 o'clock in the afternoon, when the subject of the resolution will be proposed.

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second extraordinary meeting which will be subsequently convened.

RESOLUTIONS.

That the Articles of Association be altered in manner following—

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty".

(b) In Article 86 the word "Three" shall be substituted for the word "Ten".

NG LI HING,
General Manager.
Dated the 14th day of September, 1909. [1205]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on THURSDAY, the 23rd inst., at 5.30 p.m., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers-bearers for the ensuing year.

DAVID WOOD,
Hon. Secretary.
Hongkong, 7th September, 1909. [1175]

HONGKONG CLUB.

NOTICE

THE SIXTY-FIVE DEBENTURES of the Hongkong Club (1896 issue \$100.00 each) was held in the Hongkong Club House on SATURDAY, the 18th September, 1909, when the following Debentures were drawn for Redemption—

8	426	875	1165	1676
42	456	941	1245	1719
71	501	962	1277	1722
76	524	963	1420	1744
113	526	976	1445	1753
129	546	995	1468	1780
157	576	1024	1477	1804
185	580	1033	1500	1812
267	621	1049	1513	1853
272	740	1052	1520	1898
341	803	1067	1524	1920
364	832	1068	1590	1950
376	836	1120	1596	1996

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on THURSDAY, the 30th September, 1909, in exchange for surrender of same.

JAMES CRAIK,
Secretary.
Hongkong, 18th September, 1909. [1219]

HONGKONG JOCKEY CLUB.

NOTICE

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, 1909, at 12 o'clock, Noon, at the Office of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1909. [1214]

HONGKONG JOCKEY CLUB.

NOTICE

AN EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, at 12.15 p.m., at the Office of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a Notice regarding which is being sent to each Member.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th September, 1909. [1215]

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS

MITSUI BUSSAN KAISHA

[1223]

INTIMATIONS

E. A. M. R.

HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under—

On MONDAY, the 20th September—
From Stonecutters West and Central in a South-Westerly direction, at ranges up to 10,700 yards, commencing at 9 a.m.

On THURSDAY, the 23rd September—
From Pakshawan in a North-Easterly direction, at ranges up to 6,500 yards, commencing at 7 p.m. and finishing at 10 p.m.

On FRIDAY, the 24th September—
From Stonecutters West in a Westerly direction, at ranges up to 10,700 yards, commencing at 9 a.m. and finishing at 1 p.m.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

C. W. BECKWITH, Lieut., R.N.,
Harbour Master, &c.
Hongkong, 17th September, 1909. [1216]

REMOVAL

I HAVE REMOVED my Office to No. 41, WYNDHAM STREET.

H. M. H. NEMAZEE,
Hongkong, 14th September, 1909. [1201]

THE VIENNA CAFE COMPANY, LTD.

No. 34, QUEEN'S ROAD CENTRAL,
Telephone No. 924.

BEGET to notify the Public that a modern and up-to-date BAKERY and CAFE under exclusively European Management has been opened at the above entirely rebuilt and modernized premises.

The Latest Sanitary Improvements Employed. Strictest Cleanliness all over the place. Use only First Class Flour and other Materials.

The Company has secured the services of Messrs J. SOMMER and A. SOKOLOWSKI, for the Bakery and Confectionery Departments.

The long experience of both Gentlemen in up-to-date Establishments on the Continent is the best guarantee that only the best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited.

Hongkong, 14th September, 1909. [1202]

TO LET

TO LET.
NO. 4, CLIFTON GARDENS, Conduit Road. Immediate Possession.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 16th September, 1909. [1203]

TO LET

TO LET.
NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ELANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

HOUSES IN LYEMOON VILLAS, Kowloon.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Vaux Road.
Hongkong, 24th August, 1909. [399]

POPULAR SUMMER RETREAT.

ONE OF THE BEST HOUSES at Kuliang, the Beautiful Summer Resort and Sanatorium, near Fochow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.

Fochow, 22nd May, 1909. [794]

TO LET

KING'S BUILDINGS.
OFFICES facing the Harbour from about October at present in occupation of Messrs JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st September, 1909. [318]

TO LET

NO. 2 ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [936]

TO LET

NO. 1 GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—
H. M. H. NEMAZEE,
9, Pender's Hill.
Hongkong, 14th August, 1909. [1073]

TO LET

NO. 1, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st September, 1909. [1035]

TO LET

DUNHAVEN, 33, ROBINSON ROAD. 52, CAINE ROAD.

Apply to—
HO U MING,
81, Queen's Road Central.
Hongkong, 7th September, 1909. [1177]

TO LET

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—
REUTER, BROCKELMANN & Co.
Hongkong, 20th September, 1909. [911]

TO LET

2 ROOMS, on 1st Floor, Hotel Mansions, from 1st October next.

Apply to—
JOHN D. HUMPHREYS & SON,
Alexandra Buildings.
Hongkong, 6th September, 1909. [1171]

TO LET

TO LET.

GODOWN, No. 54, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st September, 1909. [93]

TO LET

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitfield, Shaikwan Road.

PREMISES at SHAMSHEN, CANTON, now in occupation of the Canton Kowloon Railway.

The EYRIE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BELLIOS TERRACE, Robinson Road, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE.—The Crest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINTSEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 30th August, 1909. [1100]

TO LET

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to—
E. A. & C. F. CARVALHO,
14, Arbuthnot Road.
Hongkong, 4th August, 1909. [1036]

TO LET

IN NO. 6, DES VOUX ROAD CENTRAL, OFFICES and GODOWN.

IN NO. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers No. 31, Wyndham Street.

DAVID SASSOON & Co., Ltd.
Hongkong, 15th September, 1909. [1054]

TO LET

NO. 14, WYNDHAM STREET, suitable for SHOP and OFFICE, &c., lately occupied by Weinmann Ltd. for Tiffin Rooms.

Apply to—
YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

TO LET

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowns East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—
KAM FOOK,
behind the Stag Hotel or Keeper of No. 5, Godown on the Spot.
Hongkong, 23rd May, 1909. [797]

TO LET

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PENDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 31st May, 1909. [807]

TO LET

FIVE ROOMED HOUSES at Kowloon.

1 ROOM on First Floor of "Hotel Mansions" with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 29th June, 1909. [908]

TO LET

NO. 75, WYNDHAM STREET, SIX ROOMS HOUSE. Electric Fittings.

Out-houses.

Apply to—
A. B. AVASIA,
1, Duddell Street.
Hongkong, 10th September, 1909. [941]

TO LET

HOUSE in Wong Nei Chong Road.

A HOUSE in RIPON TERRACE. OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 163, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st September, 1909. [97]

TO LET

GODOWNS, Nos. 95, 96 and 97, PRATA EAST.

Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

TO LET

STORAGE.
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NOBLE POINT, Suitable for above PURPOSE. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

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GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [96]

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NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"LIBERIA." Captain Knäsel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE.
Hongkong Office.
Hongkong, 14th September, 1909. [1204]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA." FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

This vessel brings on Cargo—
From London, &c., ex s.s. "India."
From Calcutta, ex s.s. "Japan."
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 21st inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 15th September, 1909. [1]

"REN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN." FROM ANTWERP, LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, 15th September, 1909. [1206]

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRASABHA." Captain T. Evans, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN TOMES & CO., General Agents.
Hongkong, 17th September, 1909. [1213]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS

THE P. & O. S. N. Co.'s Steamer

"PESHA WUR." Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 24th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 18th September, 1909. [1]

MR ASQUITH'S STATEMENT ON IMPERIAL DEFENCE.

Mr. Asquith, in reply to a question from Mr. Long, made his promised statement last night upon the conclusions reached by the Conference on Imperial Defence. Questions of naval and military policy have been somewhat overshadowed of late by the acute domestic controversy which at present absorbs the energies of the House of Commons. The life of members of Parliament, but public opinion has not lost its sense of the deep importance attaching to the deliberations of this subsidiary Imperial Conference, and it will, we believe, whatever its views upon other proceedings of Mr. Asquith's Government, do justice to the wisdom, tact, and foresight with which the Admiralty and the War Office alike have approached this difficult and complex task. From the conclusions announced by Mr. Asquith it is plain that the Conference has marked a definite advance in the organization of the Empire for defence. Difficult ground has been cleared, and valuable progress made; and although in all cases the practical measures agreed to by the delegates must necessarily await endorsement by their respective Parliaments, it will, we believe, be generally recognized, both in this country and in the Dominions concerned, that the Conference brings us definitely in view of a practicable and effective system of co-operation in both naval and military defence. It was only to be expected that the naval should be more striking than the military conclusions arrived at by the Conference—not, indeed, because less valuable work has been done by the War Office than by the Admiralty, but because the lines of military development had already been fixed before the meeting of the Conference, by the acceptance given throughout the Dominions to the principle of an Imperial General Staff. In the first instance, the military problem was attacked by a military conference, which took place at the War Office and resulted in an agreement upon certain general principles laid down by the General Staff for consideration by the delegates. The substance of these proposals, which will be published in due course, was that the military forces of the Empire should, without prejudice to the principle of local control, be standardized as far as possible in training, equipment, transport, and all the essentials of readiness for war. The detailed application of these proposals was then considered by a sub-committee of experts representing the War Office and the various Dominions, and presided over by Sir William Nicholson, acting for the first time in the capacity of Chief of the Imperial General Staff. Complete agreement was reached by the sub-committee, and its conclusions were afterwards endorsed both by the main Conference and by the Committee of Defence, which sat for the purpose, as already announced, under the presidency of the Prime Minister.

The naval problem presented to the Conference was more difficult. It had to decide upon the best use to which could be applied the Dreadnoughts offered with such inspiring patriotism by New Zealand and Australia, and it had, moreover, to elaborate proposals for the creation of the local naval forces contemplated by Australia and Canada. The manner in which these offers of aid have been co-ordinated reflects, in our opinion, the greatest credit upon the Committee of Defence and the Admiralty. In conformity with the views already expressed, the Conference has decided to accept the offer of the New Zealand Dreadnoughts, and to take the shape of cruisers stationed where they will be seen by the people to whose Imperial patriotism their construction will have been due. The Australian Dreadnought will take the shape of an Indomitable, designed to form part of a fleet-unit owned and controlled by the Australian Government. In addition to this Indomitable, the fleet-unit will consist of three fast protected cruisers of the Bristol type, six "River" class destroyers, and two submarines, to be built out of Australian supplemented by Imperial funds. When completed, this unit will form part of a Pacific squadron, which will also include an East India fleet-unit and a China fleet-unit, similarly composed. The New Zealand Dreadnought will also take the shape of an Indomitable, but as the New Zealand Government does not desire to take the responsibility for creating or maintaining a local fleet, it will become the flagship of the China unit, which, like the "India" unit, will be under Admiralty control. Since, however, the superannuation of the present Australian Squadron by a fleet-unit controlled entirely by the Australian Government will deprive New Zealand of the periodical visits from ships of the Royal Navy which she now enjoys, it has been arranged that a part of the China unit, consisting probably of a Bristol and some destroyers, will be based upon Wellington. The present New Zealand subsidy will continue to be paid, and will be applied towards the maintenance of the unit. Canada, in view of her close proximity to the United States, will lay the foundations of a local fleet by proceeding with the acquisition of cruisers of the Bristol type, and improved "River" class destroyers, according to the amount of money which may be found available. These ships, as they are built, will be stationed partly on the Atlantic and partly on the Pacific seaboard. It is also understood that Canada will continue the maintenance of the dockyards at Halifax and Esquimaux, and that in due course the Commonwealth Government will make itself responsible for the dockyard at Sidney.

Broadly regarded, these proposals are, in our opinion, such as to justify the high expectations which have been based upon the assembling of the Conference. We welcome in particular the proposal for the creation of a Pacific Squadron. Consisting as it will of two fleet-units, the East India and the China, owned and controlled by the Admiralty, and of an Australian fleet-unit, owned and controlled by the Government of the Commonwealth, it will realize the suggestion, put forward in these columns at the first meeting of the Conference, for the formation of an Imperial Cruiser Squadron, which should be co-ordinated the units locally controlled by the Governments of the Dominions. The Admiralty is most strongly to be congratulated on the almost immediate practical effect which it has thus given in the Pacific to the principle of joint responsibility for Imperial purposes without sacrifice of local control. We believe that these proposals will be endorsed with enthusiasm in both New Zealand and Australia, since they secure to the peoples of both the means of active and direct participation in naval defence without departure from the forms which a majority in either country approves. They will, we hope, commend themselves to both sections of the Australian Parliament, since they accord completely with the principle of an Australian-owned fleet responsible for showing the British flag in the South Pacific, to which Mr. Fisher, the leader of the Labour party, declared his adhesion in the early part of the year. They are proposals, moreover, not only suitable to present conditions, but capable of logical and systematic

expansion in accordance with that ideal of free co-operation between kindred nations owning allegiance to one Crown, which all the mental and moral strength of Imperial statesmanship is now set to realize. For that reason, the influence of these proposals must extend beyond the actual limits of the problem of defence. They mark the opening of a new period in Imperial history, which can have but one ending; if we realize in time that not only must we combine for the defence of common interests, but also make sure of having common interests to defend.—London Morning Post.

WIRELESS TELEGRAPHY.

THE NEED FOR EXTENSION.

Mr. Winston Churchill has not given much encouragement to the suggestion that an installation of wireless telegraphy should be compulsory on all vessels carrying passengers and at British and Colonial ports. He takes the view, apparently, that the time is not ripe for such a movement, but the experience of the last few weeks has shown that the Board of Trade, in addition to careful watching of the subject, might bring a little gentle pressure to bear on those shipowners who have not yet equipped their vessels with wireless telegraphy. It is almost certain that had the steamer *Waratah* carried an installation, we should have heard something regarding her fate. The *Republic* and her company of valuable lives were saved by means of the magic "C.F.D." flashed swiftly over the ocean, and the same good fortune might have happened to the *Blue Anchor* liner, which must apparently be given up as lost. Wireless telegraphy has made a rapid advance since Mr. Marconi established its applicability to ocean-going liners, but there are many deserts, places on land and sea, where wireless messages are entirely unknown save for the faintest whisper by wireless. These places, for the most part, south of the Equator, a comparison between which and the northern region may be interesting.

WHERE THE SYSTEM IS USED. The United Kingdom, for instance, has no fewer than 19 stations and six lightships fitted with wireless apparatus, special protection being given to our Western shores. Belgium has two stations, one at Newport owned by the Government, and the other at Antwerp, the property of the Red Star Line. Italy has twenty wireless stations around her coast, one of which, at Monte Mario, is a military station operated by the Government. Even Montenegro has a station at Antivari, which communicates with ships in cases of emergency. Egypt has two stations, owned by Lloyd's, at Port Said and Port Tewfik. Canada and the United States have a large number of installations, for it was with these countries that elaborate experiments were made in the early days of the invention. The United States has six stations, and Canada no fewer than 27. The Dominion has established an elaborate system for protection against the dangers that lie at the entrance to the St. Lawrence, and also along the Labrador coast, and stations are also being established on the coast of British Columbia. There is a station at Punta del Este in Uruguay, and two in the Argentine, at Buenos Aires and San Martin.

As regards ships, it may be said that the majority of ocean-going steamers are equipped with the wireless system, but there are one or two important exceptions. The Cunard Company has fitted up 14 vessels; the White Star 14; the Canadian Pacific Company 18, including five vessels which ply between Vancouver and Japan; the Allan Line has six; and various vessels of the Atlantic Transport, Both, Dominion, Aberdeen, and Anchor Lines are also equipped in a similar manner. Most of these ships cross the North Atlantic, so that it is practically impossible for an accident to happen to any one of them without their summoning help being received. The Royal Mail Steam Packet Company, voyaging to South America, has also availed itself of the wireless invention, and so, too, has the Peninsular and Oriental Line, covering the voyage to India and Australia via the Suez Canal. Of the foreign lines so equipped we may mention the Norddeutscher Lloyd, trading to North and South America and the Mediterranean; the Hamburg-American Line, the Holland-America Line, the Red Star Line, the Compagnie Generale Transatlantique, the Navigazione Generale Italiana, the Austro-Americana, and others.

COST OF INSTALLATION. Many important countries and trade routes are, however, absolutely untouched and untouched by the wireless message. There is not, for instance, a single station in South Africa, as has been made painfully evident during the weeks of waiting for news of the *Waratah*. The Government at the Cape are understood to be moving in the matter, but in this question, where human lives are to be protected, rapidity of movement is essential. More than that, of the many boats that ply between this country and South Africa only two are fitted with wireless apparatus; the Orient Line's *Union-Castle* Line have held aloof from one of the greatest inventions for rendering life safe at sea. Further South we find that neither Australia, with its thousands of miles of coast line, nor New Zealand, has a single wireless station. In ships and stations the Southern Hemisphere is practically untouched by the wireless message. It is difficult to explain this defect. The Marconi Company are prepared to fit up a vessel at a rental of £200 a year, and no fewer than 115 boats have been so fitted since January last. A portion of that £200 is in each case recoverable from the charges made to passengers using the service. The first £50 so received is taken by the Company, and everything above that sum is divided between the company and the steamship owners. It is nothing uncommon for a wealthy passenger to spend £50 to £100 on wireless messages while crossing the Atlantic. Is it unreasonable to suppose that a similar revenue would accrue to any vessel on the South African trade which established similar facilities? This may not be the proper moment for compulsion, as Mr. Seddon suggested, but public opinion, stirred by the saving of the *Waratah* in the other, is tending towards the decision that every ocean-going liner must be equipped with the wireless apparatus.—London Morning Post.

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[1024]

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NORTH-BOUND.			
Leave—Shanghai (Steamer) ...	Thursday	Saturday or Sunday	
Arrive—Dairen ...	Saturday	Monday or Tuesday	
Leave—Dairen ...	Sunday	Tuesday	
Arrive—Mukden ...		Friday	
Leave—Mukden ...			
Arrive—Changchun ...	Monday	Wednesday	Saturday
Leave—Changchun ...			
Arrive—Harbin (Russian Train)* ...			
Leave—Harbin ...			

Connecting at Harbin with State Express for Moscow. Wagon-Lite for Moscow. State Express for St. Petersburg.

SOUTH-BOUND.

SOUTH-BOUND.			
Leave—Harbin (Russian Train)* ...	9 a.m.	Tuesday	Thursday
Arrive—Changchun ...	6 p.m.		
Leave—Changchun ...	7 p.m.		
Arrive—Mukden ...	2:10 p.m.	Wednesday	Friday
Leave—Mukden ...	2:30 a.m.		
Arrive—Dairen ...	12:30 p.m.		
Leave—Dairen (Steamer) ...	afternoon.	Friday	Sunday
Arrive—Shanghai ...			Tuesday

*Russian Train time is 23 minutes earlier than S. M. R. time.

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No. 2, Pelder, Street, Hongkong.
Hongkong, 9th January, 1909. [665]

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Hongkong, 20th August, 1909. [37]

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Alacrity, despatch-boat, 700 tons, 4 guns, 5,000 h.p., Com. C. T. Fuller, Weihaiwei.
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Bedford, 1st class cruiser, Capt. E. S. Fitzherbert, R.N., Weihaiwei.
Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. Hon. R. O. B. Bridgeman, Shanghai.
Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Weihaiwei.
Cadmus, British slop, 1,070 tons, Comdr. H. L. P. Heard, Hongkong.
Cherub, water tank and tug, 390 tons, 300 h.p., Master S. West, Hongkong.
Clio, British slop, 1,070 tons, Comdr. C. T. Horrell, Weihaiwei.
Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Thomas, Weihaiwei.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. Roland Nugent, Colombo.
Hendy, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Heathcote, Hongkong.
Hart, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Monroe, Weihaiwei.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. Heathcote, Hongkong.
Kent, 1st class cruiser, 9,800 tons, 14 guns, 22,000 h.p., Capt. G. C. A. Macsoreaux, Weihaiwei.
King Alfred, 1st class cruiser. Flag ship of Vice-Admiral the Hon. Sir Rodworth Lambert, Commander-in-Chief, 14,100 tons, 18 guns, 30,000 h.p., Capt. L. Clinton-Baker, Weihaiwei.
Kiushu, river gunboat, 616 tons, Lieut. Comdr. T. J. S. Lyne, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. F. H. Walter, Borneo.
Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Weihaiwei.
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Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.
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SHANGHAI, MOJI, KOBE and YOKOHAMA	SOMALI Capt. R. A. Peters	About 25th Sept.	Freight and Passage
SHANGHAI	HIMALAYA Capt. L. E. S. Spicer, R.N.R.	About 30th Sept.	Freight and Passage
LONDON via Usual Ports OF CALL	DELTA Capt. B. W. H. Snow	Noon, 2nd Oct.	See Special Advertisement

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th September, 1909.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
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MANILA	"TAMING"	On 21st Sept., 3 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SINGAN"	On 23rd Sept., 9 A.M.
THURSDAY ISLAND, COOK- TOWN, CAIENS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 23rd Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 23rd Sept., 4 P.M.
WEIHAWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 24th Sept., 4 P.M.
ORBU and ILOILO	"KAIKONG"	On 24th Sept., 4 P.M.
SAMARANG and SOERABAYA	"SHANTUNG"	On 24th Sept., 4 P.M.
THINGTAI, CHEFOO and NEWCHANG	"KWEIYANG"	On 25th Sept., 4 P.M.
SHANGHAI	"LINAN"	On 26th Sept., 1 P.M.
MANILA	"TEAN"	On 28th Sept., 3 P.M.
SHANGHAI	"CHINHUA"	On 30th Sept., 4 P.M.
SHANGHAI	"CHENAN"	On 3rd Oct., 1 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 21st September, 1909

BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, HANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	About 23rd Sept.
COPENHAGEN and BALTIC PORTS	"CATHAY"	10th October.
SHANGHAI, YOKOHAMA and KOBE	"PEKING"	12th October.
MARSEILLES, HAVRE, COPEN- HAGEN and BALTIC PORTS	"TRANQUEBAR"	End of October.

For Further Particulars apply to
HONGKONG, 16th September, 1909.MELOHERS & CO.,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"KWONGSANG"	Tuesday, 21st Sept., Noon.
SHANGHAI	"WINGSANG"	Wed. day, 22nd Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Thursday, 23rd Sept., 2 P.M.
MANILA	"YUENSANG"	Friday, 24th Sept., 4 P.M.
TIENTSIN via CHEFOO and WEIHAWEI	"CHIPSING"	Saturday, 25th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 28th Sept., 3 P.M.
MANILA	"LOONGSANG"	Friday, 1st Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Wed. day, 13th Oct., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMKANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang

Telephone No. 61.
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 21st September, 1909.

GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 21st Sept., at 2 P.M.
"HAIMUN"	SWATOW	WED. DAY, 22nd Sept., at 2 P.M.
"HAICHING"	SWATOW, AMOY and FOOCHOW.	FRIDAY, 24th Sept., at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTH OF SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIKE).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 21st September, 1909.

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HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lüben, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, MOJI & YOKOHAMA:	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. BELGRAVIA ... 29th Sept.	S.S. SFEZIA ... 29th Sept.
S.S. SILESIA ... 19th Oct.	FOR HAVRE & HAMBURG:
S.S. BELGAVIA ... 21st Oct.	S.S. C. FRED. LAEISZ ... 4th Oct.
S.S. SILVIA ... 1st Nov.	FOR HAVRE, BREMEN & HAMBURG:
S.S. SUEVIA ... 17th Nov.	S.S. NICOMEDIA ... 13th Oct.
S.S. SENEGAMBIA ... 13th Nov.	FOR MARSEILLES, ANTWERP & HAMBURG:
S.S. SITHONIA ... 1st Dec.	S.S. AMBRIA ... 17th Oct.
S.S. SCANDIA ... 10th Dec.	FOR ANTWERP & HAMBURG:
S.S. BRASILIA ... 18th Dec.	S.S. LIBERIA ... 31st Oct.
S.S. SEGOVIA ... 28th Dec.	FOR BOSTON & NEW YORK:
	S.S. ARAGONIA ... 21st Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU	6000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon.
S.S. AMERICA MARU	6000 "	Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.
Hongkong, 16th September, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID	HITACHI MARU, Capt. N. Mathieson.	7,000	WED. DAY, 29th Sept., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	KANAGAWA MARU, Capt. J. Nagao.	6,500	WED. DAY, 13th Oct., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU, Capt. S. Ishikawa.	8,000	TUESDAY, 28th Sept., at 4 P.M.
YOKOHAMA and KOBE	AKI MARU, Capt. K. Sato.	7,000	TUESDAY, 12th Oct., at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU, Capt. M. Winkler.	6,000	THURSDAY, 30th Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine.	5,000	FRIDAY, 29th Oct., at Noon.
KOBE and YOKOHAMA	KITANO MARU, Capt. F. E. Cope.	9,000	TUESDAY, 23rd Sept., at Noon.
SHANGHAI, MOJI and KOBE	TAKASAKI MARU, Capt. A. Mooker.	5,000	TUESDAY, 23rd September.
	YAWATA MARU, Capt. T. Sekine.	5,000	WED. DAY, 29th Sept., at Noon.
	WAKASA MARU, Capt. N. Nielson.	6,500	FRIDAY, 1st Oct., at 5 P.M.
	TOTOMI MARU, Capt. R. Smith.	4,500	SATURDAY, 2nd October.

Fitted with New System of Wireless Telegraphy.

Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE,
PENANG, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. Wm. Thompson) - About Wed. 22nd Sept.

MIYASAKI MARU (Capt. T. MURAI) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.

HIRANO MARU - (Capt. H. FRASER) - About Wed. 15th Dec.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 17th September, 1909.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 25th Sept. Noon.
EUBI	2540	E. W. Almond	Manila	On 2nd Oct. Noon.

For Freight or Passage apply to
Hongkong, 20th September, 1909.SHEWAN TOMES & Co.,
General Managers.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS OF 1910.

Head Office for the Far East—
16, DES VEUUX ROAD,
HONGKONG.

Japan Office.
14, WATER STREET
YOKOHAMA

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PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS. REG.

"PRINCESS ALICE" - 10,911 - ON MARCH 23RD.
Capt. P. GROSCH.

"KLEIST" - 9,000 - ON APRIL 6TH.
Capt. O. PAHNKE.

"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.
Capt. F. v. DINZB.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR and SOUTHAMPTON
TO LAND PASSENGERS.

Early Booking Recommended.

For Particulars, apply to

MELOHERS & Co.,
GENERAL AGENTS.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	Steamer	Tons	SATURDAY	FRIDAY	
ARCADIA.....	7000	February 5	MANTUA.....	11000	March 5	March 11
ASSAYE.....	7500	February 19	CHINA.....	8000	March 19	March 25
DELTA.....	8000	March 5	MALWA.....	11000	April 2	April 8
MACEDONIA.....	10500	March 19	(Through Steamer calling at BOMBAY)	April 16	April 22	
DEVANHA.....	8000	April 2	MONGOLIA.....	10500	April 30	May 6
ASSAYE.....	8000	April 16	MARMORA.....	10500	May 14	May 20
DELTA.....	7500	April 30	MOREA.....	11000	May 28	June 3
DELHI.....	8000	May 14	MOOLTAN.....	10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also
to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong or at the time of booking.

FARES TO LONDON (including Surtax):
1st SALOON £71.10 SINGLE. £105.14 RETURN.
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following:—
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	about	about
* SUMATRA	January	26 March
* NYANZA	February	9 March
* SUNDA	February	23 April
* MALTA	March	23 May
* SAEDINIA	April	20 June
* NORE	May	18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (including Surtax):

1st SALOON £55.10 SINGLE. £82.10 RETURN.

2nd " £38.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAYAND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and
fastest route, from the Pacific Coast to Chicago). Taking cargo on
through Bills of Lading to all Overland Common Points in the U.S.A.
and Canada, also to the principal ports in Mexico, Central and South
America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto, "FITZPATRICK" Capt. E. R. Hutchison.	6,178 4,416	SATURDAY, 2nd Oct., at Noon. SATURDAY, 23rd Oct., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Pearls. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	WED. DAY, 22nd Sept., at 10 A.M.
TAMSUI via SWATOW, & AMOY	"DAIGI MARU" Capt. H. NURAYAMA	SUNDAY, 26th Sept., at 10 A.M.
ANPING via SWATOW, & AMOY	"SOSHU MARU" Capt. K. SUGI	WED. DAY, 29th Sept., at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made
during the month of September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.
First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class
Cabin AMIDSHIP.

For information of Freight, Passage, Sailings, &c., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

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